### 2002

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

# Special Locality Report 123

City of Petersburg

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire**: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

						City Oi	Petersb	urg								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg																
\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	0.40	40000	_	From:	00/		Petersbur		00/	_	0.004	_	0.544	40000	_	0000
1 Washington S	St 0.40	13000	F	97%	0%	1%	1%	1%	0%	F	0.091	F	0.544	13000	F	2002
~~~				From:			mmit St									
1 Washington S	St 0.18	13000	F	97%	0%	1%	1%	1%	0%	F	0.094	F	0.519	13000	F	2002
~				From:		F	Elm St									
1 Washington S	St 0.57	14000	F	95 <u>%</u>	1%	2%	1%	1%	0%	F	0.090	F	0.535	15000	F	2002
$\smile$				To: From:	**** * * **		ar; Wythe									
1 Wythe St	1.00	8300	F	95%	1%	ar, Washing 2%	gton St; B:	attersea La	0%	С	0.085	F		8800	F	2002
1 Wythe St	1.08			95% 95%		2%				F		F			F	2002
	Combined Traffic:	17000	F	95%	1%		1%	1%	0%	Г	0.085	Г		18000	Г	
	0.45	2000		From:	40/		erry St	40/			0.007	_		40000		
1 Wythe St	0.15	9900	F	95%	1%	2%	1%	1%	0%	F	0.087	F		10000	F	2002
	Combined Traffic:	20000	F	95%	1%	2%	1%	1%	0%	F	0.087	F		21000	F	
~~~				From:		SR 36	Market S									
1 Wythe St	0.20	10000	F	95%	1%	2%	1%	1%	0%	F	0.093	F		11000	F	2002
$\smile$	Combined Traffic:	0	F								0.093	F		0	F	
				To-		ALT US 3	01 Sycamo	ore St								
1 Wythe St	0.20	14000	F	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	F	2002
	Combined Traffic:	0	F								0.089	F		0	F	
				To:		Bus US 4	60 Jefferso	on St								
~~~				From:			460 Wyth									
1 Jefferson St	0.09	3400	F	95%	1%	2%	1%	1%	0%	F	0.086	F	0.709	3600	F	2002
~	Combined Traffic:	0	F								0.086	F	0.709	0	F	
				To: From:	Bu	s US 460 F	ar, Washi	ngton St								
1 Jefferson St	0.21	870	F	95%	1%	2%	1%	1%	0%	F	0.107	F	0.813	920	F	2002
	Combined Traffic:	0	F								0.107	F	0.813	0	F	
				To:			enry St									
~~~	0.05	500	_	From:	40/		erson St	40/	00/	_	0.400	_		500	_	0000
1 Henry St	0.05	560	F	95%	1%	2%	1%	1%	0%	F	0.129	F		590	F	2002
•	Combined Traffic:	0	F	To:			1.0				0.129	F		0	F	
				From:			Brd St enry St									-
1 3rd St	0.05	1700	F	95%	1%	2%	1%	1%	0%	F	0.111	F		1800	F	2002
	Combined Traffic:	0	F								0.111	F		0	F	
	Combined Trame.	·	•	т		110 201	D D 1	G.			0.111	•		Ü	•	
1 3rd St	0.05	2000	-	From:	10/	2%	Par, Bank 1%	1%	0%	F	0.100	F		2000	F	2002
1 3rd St	0.05	2800	F	95%	1%	2%	170	170	0%	Г	0.109			3000		2002
	Combined Traffic:	0	F	To:		US 301 B	allingbro	Jr St	1		0.109	F		0	F	
				From:		US 301; 3										
1 301 Bolling	prook St 0.08	6700	F	95%	0%	2%	1%	1%	0%	F	0.103	F		7000	F	2002
	Combined Traffic:	0	F								0.103	F		0	F	
				To:	IIC 1 I	D 110 20:	1 D D I		C.							
1 2nd St	0.35	12000	G	From: 98%	0%	Par; US 30: 1%	0%	0%	0%	F	NA			12000	G	2002
1 2110 31	0.33	12000	G	70 70 To:	0 /0		onial Heig		0 /6		INA			12000	G	2002
( ) Washington	0.04	0000	_	From:		S 1 Wythe			00/	_	0.000	_		0400	г	2002
Washington S		8900	F	96%	1%	2%	1%	1%	0%	F	0.093	F		9400	F	2002
	Combined Traffic:	17000	F	95%	1%	2%	1%	1%	0%	F	NA			18000	F	
~~~				From:			25 West S									
کے Washington S	St 0.40	8900	F	96%	1%	2%	1%	1%	0%	F	0.092	F		9400	F	2002
~~~	Combined Traffic:	17000	F	95%	1%	2%	1%	1%	0%	F	NA			18000	F	
				To: From:		123-90	29 South	St	].							
	0.07	10000	F	96%	1%	2%	1%	1%	0%	С	0.097	F		11000	F	2002
1 Washington 9	St 0.27	10000														
Washington S	Combined Traffic:		F	95%	1%	2%	1%	1%	0%	F	NA			21000	F	

							Telei SDI				Deele		Di-			
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ity of Petersburg				From:		Gu	arantee St		ī							
Washington	St 0.24	10000	F	96%	1%	2%	1%	1%	0%	F	0.087	F		11000	F	2002
<b>E</b> )	Combined Traffic:	20000	F	95%	1%	2%	1%	1%	0%	F	NA			21000	F	
				To:			Par; SR 36			-						
~~				From:	SR 36	; Bus US	460 Par Wa	shington								
] Market St	0.38	3900	F	95%	1%	3%	1%	0%	0%	С	0.089	F	0.505	4100	F	2002
~~	Combined Traffic:	0	F								NA			0	F	
				To: From:			6 Grove Av									
1 Old St	0.13	3600	F	95%	1%	3%	6; Market S	0%	0%	F	0.095	F	0.759	3800	F	2002
1 Old St		0	F	95/0	1 /0	370	1 /0	0 70	0 70	'		'	0.755		F	2002
	Combined Traffic:	U	г	To:		Sv	camore St		1		NA			0	Г	
				From:			Old St									
Sycamore St	0.04	4200	F	95%	1%	3%	1%	0%	0%	F	0.096	F	0.779	4400	F	2002
P)	Combined Traffic:	0	F								NA			0	F	
		•	-	To:		Boll	ingbrook St							· ·	-	
~~				From:		Sy	camore St									
1 Bollingbrook	St 0.10	3200	F	95%	1%	3%	1%	0%	0%	F	0.089	F		3400	F	2002
\$	Combined Traffic:	0	F								NA			0	F	
				To:		US 1, U	US 301 2nd	St								
				From:		WCI	Petersburg	2	Ī							
36) Fleet St	0.12	11000	F	98%	1%	1%	0%	0%	0%	С	0.094	F	0.504	11000	F	2002
				To:		G	rove Ave									
_				From:			Fleet St									
36) Grove Ave	0.54	3800	F	95 <u>%</u>	1%	2%	1%	1%	0%	С	0.105	F	0.617	4000	F	2002
				To: From:		US 1 F	Par, Market	St								
Market	Ct 0.20	2000	_		10/	20/	RT 1	0%	0%	_	0.000	F	0.505	4400	_	2001
36) [p] Market		3900	F	95%	1%	3%	1%	0%	0%	С	0.089	Г	0.505	4100	F	2002
	Combined Traffic:	0	F								NA			0	F	
				From:			S 460 Par, V	Vashingto								
36) Market St	0.11	5000	F	96%	0%	2%	1%	1%	0%	F	0.1	F	0.595	5000	F	2002
<u> </u>				To: From:	J	JS 1, Bus	US 460 Wy	the St								
36) 1 Wythe	St 0.20	10000	F	95%	1%	2%	1%	1%	0%	F	0.093	F		11000	F	2002
	Combined Traffic:	0	F								0.093	F		0	F	
		-	-	т		A T OF THE	201.0	G.				-		-	-	
36) 1 Wythe	St 0.20	14000	F	From: 95%	1%	2%	301 Sycamo 1%	ore St 1%	0%	F	0.089	F		15000	F	2002
36) { 1 } Wythe				95%	1 70	Z 70	1 70	1 70	076	Г						2002
	Combined Traffic:	0	F								0.089	F		0	F	
Bus				From:		RT	460 BUS									
36) (460) Wythe	St 0.20	15000	F	96%	1%	2%	0%	1%	0%	С	0.098	F		16000	F	2002
30 (400)	Combined Traffic:		F	95%	1%	2%	1%	2%	0%	F	0.098	F		34000	F	_502
	Johnshied Haille.	02000	•		1 /0			<u>~</u> /0	J /0	•	0.090			J-1000	'	
Bus				From:		Į-	-85, I-95									
36) (460) Wythe	St 0.30	10000	F	96%	1%	2%	0%	1%	0%	F	0.084	F		11000	F	2002
	Combined Traffic:	23000	F	94%	1%	2%	1%	2%	0%	F	0.084	F		24000	F	
				To:			CRATER R									
				From:			s US 460 C									
$_{36})$ Wythe St	0.43	11000	F	97%	0%	1%	0%	1%	0%	F	0.081	F		11000	F	2002
	Combined Traffic:	22000	F	97%	0%	1%	0%	1%	0%	F	0.088	F	0.549	22000	F	
				To:			shington St;		St							
<u> </u>			_	From:			Vythe St; A			_		_	_		_	
36 Washington	St 0.87	21000	F	97%	0%	1%	0%	1%	0%	F	0.086	F	0.526	21000	F	2002
<u> </u>				To: From:		Pud	dledock Rd									
36) Washington	St 0.58	15000	F	97%	0%	1%	0%	1%	0%	F	0.081	F	0.525	15000	F	2002
<u> </u>				To:			orge County									
				From:	_		6; Market S		· ·			•			_	_
36) 1 Old St	0.13	3600	F	95%	1%	3%	1%	0%	0%	F	0.095	F	0.759	3800	F	2002
36) 1 Old St			F	JJ /0	1 /0	J /0	1 /0	J /0	J /0	'			0.100		F	2002
	Combined Traffic:	0	г	To:		~	~				NA			0	г	
						Sy	camore St									

									ırg								
Route	1	enath	AADT	ΩΔ	4Tire	Rus		Tru	ck		QC	Peak	QK	Dir	AAWDT	OW	Year
Route	_	-5119111	AADI	<b>≪</b> ∧	71110	Dus	2Axle	3+Axle	1Trail	2Trail	Q.O	Hour	ωiτ	Factor	, v (VV D I	Q 7 V	i Cai
City of Petersburg					From:		(	Old St		i							
36 1 Sycam	ore St	0.04	4200	F	95%	1%	3%	1%	0%	0%	F	0.096	F	0.779	4400	F	2002
36 1 Sycam	Combined T		0	F	0070	170	0,70	170	070	070	•	NA	•	0.170	0	F	2002
	O O I I DII I O O I	raino.	·	•	To:		Bollin	ngbrook St		1					Ŭ	•	
$\sim$					From:			amore St									
(36) { 1 } Bolling	brook St	0.10	3200	F	95%	1%	3%	1%	0%	0%	F	0.089	F		3400	F	2002
	Combined T	raffic:	0	F	_							NA			0	F	
					To: From:			S 301 2nd Par, 2nd St									
36 301 Bolling	brook St	0.08	6700	F	95%	0%	2%	1%	1%	0%	F	0.103	F		7000	F	2002
36 301 Bolling	Combined T		0	F			_,,	.,,			•	0.103	F		0	F	
			·	-	To:		US 1, ALT	US 301 3	rd St			000	•		· ·	•	
$\sim$					From:			Brd St									
(36) (301) Bolling	brook St	0.15	3600	F	95%	0%	2%	1%	1%	0%	F	0.090	F		3800	F	2002
$\circ \circ$	Combined T	raffic:	6600	F	94%	1%	3%	1%	1%	0%	F	0.090	F		7000	F	
					To: From:			5th St									
(36) (301) Bolling	brook St	0.23	3200	F	95%	0%	2%	1%	1%	0%	С	0.093	F		3400	F	2002
$\sim$	Combined T	raffic:	6700	F	94 <u>%</u>	1%	3%	1%	1%	0%	С	0.093	F		7100	F	
					To: From:			ater Rd									
(36) (301) Crater	Dd	0.14	3000	F	95%	0%	Bollii 2%	ngbrook St 1%	1%	0%	F	0.102	F		3200	F	2002
36 301 Crater					95% 94%			1%					F			F	2002
	Combined T	ranic.	6700	F	9470 	1%	3%		1%	0%	F	0.102	г		7100	Г	
	Dil	0.40	4000	_	From:	40/		Par, Bank		00/		0.400	_	0.504	4000	_	0000
36 301 Crater		0.18	4600	F	96%	1%	2%	1%	1%	0%	F	0.103	F	0.584	4900	F	2002
	Combined T	rattic:	0	F								0.103	F	0.584	0	F	
					From:		301, BUS										
(36) Washington		0.18	11000	F	97%	0%	1%	0%	1%	0%	F	0.092	F		11000	F	2002
~	Combined T	raffic:	22000	F	97%	0%	1%	0%	1%	0%	F	NA			22000	F	
					To: From:			ırch St									
(36) Washington	St	0.25	11000	F	97%	0%	1%	0%	1%	0%	F	0.094	F		11000	F	2002
	Combined T	raffic:	0	F								NA			0	F	
					To:	S	SR 36 Wytl	ne St; Ame	lia St								
North				_	From:			Petersburg			_		_			_	
85		1.01	24000	F	78%	1%	3%	1%	16%	1%	F	0.089	F		23000	F	2002
~	Combined T	ratfic:	49000	F	79%	1%	2%	1%	16%	1%	F	0.073	F	0.608	46000	F	
North					To: From:		Squirre	Level Ro	ad								
85)		2.57	31000	F	78%	1%	3%	1%	16%	1%	F	0.087	F		29000	F	2002
	Combined T		58000	F	79%	1%	2%	1%	16%	1%	F	0.087	F		54000	F	
					To:			I-95			·						
South					From:		SCL	Petersburg									
85)		1.25	25000	F	79%	1%	2%	1%	16%	1%	F	0.09	F		23000	F	2002
	Combined T		49000	F	79%	1%	2%	1%	16%	1%	F	0.073	F	0.608	46000	F	
	Combined							Level Ro									
	Combined i				To-				ni		_		_				
South					From:	401			4001	401	_	0.00:	_		0=0	_	
South		2.72	27000	F	79%	1%	2%	1%	16%	1%	F	0.091	F		25000	F	2002
South		2.72		F F	79% 79 <u>%</u>	1% 1%	2% 2%	1% 1%	16% 16%	1% 1%	F F	0.091 NA	F		25000 54000	F F	2002
South 85		2.72	27000		79% 79% To-		2% 2%	1% 1% I-95					F				2002
South 85	Combined T	2.72 raffic:	27000 58000	F	79% 79% To:	1%	2% 2% Ri	1% 1% I-95 ves Rd	16%	1%	F	NA			54000	F	
South 85	Combined T	2.72 raffic:	27000 58000 13000	F F	79% 79% To:	1%	2% 2% Ri 2%	1% 1% I-95 ves Rd 0%	16%	1%  0%	F F	NA 0.082	F		54000 11000	F F	2002
South 85	Combined T	2.72 raffic:	27000 58000	F	79% 79% To:	1%	2% 2% Ri	1% 1% I-95 ves Rd	16%	1%	F	NA			54000	F	
South 85 North 95	Combined T	2.72 raffic:	27000 58000 13000	F F	79% 79% To:	1%	2% 2% Ri 2% 2%	1% 1% I-95 ves Rd 0%	16%	1%  0%	F F	NA 0.082	F		54000 11000	F F	
South 85  North 95	Combined T	2.72 raffic:	27000 58000 13000 29000	F F F	79% 79% To: From: 80% 80%	1% 1% 1%	2% 2% Ri 2% 2%	1% 1% I-95 ves Rd 0% 0% gner Rd	16% 17% 17%	1% 0% 0%	F F F	0.082 0.081	F F		11000 26000	F F	2002
South 85	Combined T	2.72 raffic: 1.15 raffic: 2.79	27000 58000 13000 29000	F F	79% 79% To:  From: 80% 80%	1%	2% 2% Ri 2% 2%	1% 1% I-95 ves Rd 0% 0%	16%	1%  0%	F F	NA 0.082	F		54000 11000	F F	

							City of	Petersb	urg								
Route		Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
city of Petersburg	<u> </u>				From:		LIC 4	(0 W+ (	14	ī							
lorth		0.50	19000	N	80%	1%	2%	60 West S 0%	17%	0%	N	0.082	N		17000	N	2002
95	Combined				80%							0.082	N			IN	2002
	Combined	Hailic.	45000	N	60%	1%	2%	0%	17%	0%	N	0.062	IN		NA		
lorth					From:			I-85									
95)		0.44	38000	F	89%	1%	2%	1%	8%	0%	F	0.078	F		38000	F	2002
	Combined	Traffic:	70000	F	88%	1%	2%	1%	8%	0%	F	0.077	F	0.522	70000	F	
					To:		301, Bus U										
orth					From:												
95)		0.64	48000	F	89%	1%	2%	1%	8%	0%	F	0.082	F		48000	F	2002
	Combined	Traffic:	88000	F	88 <u>%</u>	1%	2%	1%	8%	0%	F	0.08	F	0.527	87000	F	
					To:		SCL Co	lonial Hei	ghts								
outh					From:			Petersbur									
95)		0.34	16000	F	80%	1%	2%	0%	16%	0%	F	80.0	F		14000	F	2002
	Combined	Traffic:	27000	F	80%	1%	2%	0%	17%	0%	F	NA			24000	F	
					To: From:		R	ives Rd									
outh		4.00	40000	_		40/			400/	00/	_	0.000	_		4.4000	_	0000
95)		1.22	16000	F -	80%	1%	2%	0%	16%	0%	F -	0.082	F		14000	F -	2002
	Combined	Traffic:	29000	F	80%	1%	2%	0%	17%	0%	F	NA			26000	F	
outh.					To: From:		W	agner Rd		}							
outh		2.29	23000	F	80%	1%	2%	0%	16%	0%	F	0.082	F		20000	F	2002
95	Combined		43000	F	80%	1%	2%	0%	17%	0%	F	NA	•		37000	F	2002
	Combined	manic.	40000	•							'	INA			37000	•	
outh					From:	US 46	0; US 301	Crater Ro	l; County l	Rd							
95)		0.53	NA		80%	1%	2%	0%	16%	0%	F	0.082	Ν		NA		2002
	Combined	Traffic:	NA		80%	1%	2%	0%	17%	0%	Ν	0.082	Ν		NA		
					To:			I-85									
outh					From:			1-63									
95)		0.66	32000	F	88%	1%	2%	1%	8%	0%	F	0.077	F		32000	F	2002
	Combined	Traffic:	70000	F	88%	1%	2%	1%	8%	0%	F	NA			70000	F	
					To:		US 3	01; US 46	0								
outh		0.40	20000	_		10/	20/	10/	00/	00/	_	0.070	F		20000	F	2002
95	0 1: 1	0.48	39000	F	88%	1%	2%	1%	8%	0%	F	0.079	Г		39000		2002
	Combined	I raffic:	88000	F	88% To:	1%	2%	1%	8%	0%	F	NA			87000	F	
								lonial Hei									
				_	From:			0 County			_		_			_	
06 Courthouse	e Rd	0.10	7000	F	95%	2%	1%	1%	2%	0%	F	0.093	F	0.51	7400	F	2002
					To:		ECL	Petersbur	g								
_					From:		US 46	0 County	Rd								
109 Hickory Hill	Rd	0.88	8600	F	98%	0%	1%	0%	0%	0%	С	0.119	F	0.761	9100	F	2002
					To: From:		ECL	Petersbur	g								
Hickory Hill	Rd	0.03	8600	N	98%	0%	1%	0%	0%	0%	Ν	0.119	Ν	0.761	9100	N	2002
,						l End; Fo	rt Lee Mil	itary Rese									
					From:			Petersbu									
Boydton Pla	ank Rd	0.16	3900	F	97%	1%	2%	0%	0%	0%	F	0.103	F	0.579	4200	F	2002
Boydton Pla	ariicitta	0.10	0000	•	01 70	170			070	070	•	0.100	•	0.070	7200	•	2002
					From:	101		ipuy Rd	201	201	_			2 = 1			
Boydton Pla	ank Rd	1.24	3400	F	97%	1%	2%	0%	0%	0%	С	0.101	F	0.51	3600	F	2002
<u> </u>					To: From:		Rt 604	Halifax l	Rd								
42) Halifax Rd		0.06	6100	F	97%	1%	2%	0%	0%	0%	F	0.102	F	0.595	6500	F	2002
				_	To:		C	SX RR			_						_
					From:			Petersbur	· ·								
		0.21	8200	F	99%	0%	0%	0%	0%	0%	F	0.098	F	0.62	8700	F	2002
Crater Rd				-		- / 0	3,0	- / 0	- / 0	- / -	•		•			-	
Crater Rd																	
~					From:	401		ives Rd	407	001	_	0.000		0.500	0=00	_	000
Crater Rd		0.90	9100	F	From: 96%	1%	2%	ives Rd 0%	1%	0%	С	0.096	F	0.586	9700	F	2002
Road Crater Rd				F	96%	1%	2%		1%	0% 	С	0.096	F	0.586	9700	F	2002
~				F	96% From: 96%	1%	2%	0%	1%	0%	C F	0.096	F	0.586 0.510	9700 23000	F F	2002

							City Oi	Petersb	uig								
Route	L	ength	AADT	QA	4Tire	Bus		Tr 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg																	
Creater Del		0.07	22222	_	From:	40/		Flank Rd	40/	00/	_	0.005	_	0.500	22000	_	2002
301 Crater Rd	•	0.87	22000	F	96%	1%	2%	0%	1%	0%	F	0.095	F	0.506	23000	F	2002
~~~					To: From:			301 Sycan									
301 Crater Rd		0.26	16000	F	97%	1%	2%	0%	0%	0%	С	0.088	F	0.504	17000	F	2002
					To: From:		Sc	outh Blvd									
301 Crater Rd		0.73	22000	F	97%	1%	2%	0%	0%	0%	F	0.09	F	0.519	23000	F	2002
					To		1_95	Bus US 40	50								
301 Crater Rd		0.09	11000	N	96%	1%	2%	1%	1%	0%	N	0.088	Ν	0.552	12000	N	2002
301) 6.446		0.00			To:			460 Par, W			• •	0.000		0.002		• •	
					From:		,	I-95									
301 Crater Rd	(	0.96	11000	F	96%	1%	2%	1%	1%	0%	С	0.088	F	0.552	12000	F	2002
~	Combined T	raffic:	0	F								0.088	F	0.552	0	F	
					To:	9	R 36 Bus	US 460 V	Vithe St								
301 Crater Rd		0.10	8000	F	96%	1%	2%	1%	1%	0%	F	0.089	F	0.521	8500	F	2002
301) 614.61 144	Combined T		0	F	0070	1 /0	270	170	170	070	•	0.089	F	0.521	0	F	2002
	Combined	ramo.	Ū	•	_							0.003	'	0.521	U	•	
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		0.40	4000	_	r rom.			S 460 Par,				0.466	_	0.50:	4000	_	0000
301 Crater Rd		0.18	4600	F	96%	1%	2%	1%	1%	0%	F	0.103	F	0.584	4900	F	2002
~	Combined T	raffic:	0	F								0.103	F	0.584	0	F	
					To: From:		US 30	1 Par, Ban	k St								
301 Crater Rd		0.14	3000	F	95%	0%	2%	1%	1%	0%	F	0.102	F		3200	F	2002
	Combined T	raffic:	6700	F	94%	1%	3%	1%	1%	0%	F	0.102	F		7100	F	
					To:		Boll	ingbrook S	St								
~~					From:			Crater Rd									
301 Bollingbrook	St	0.23	3200	F	95%	0%	2%	1%	1%	0%	С	0.093	F		3400	F	2002
~	Combined T	raffic:	6700	F	94%	1%	3%	1%	1%	0%	С	0.093	F		7100	F	
					From:			5th St									
301 Bollingbrook	St	0.15	3600	F	95%	0%	2%	1%	1%	0%	F	0.090	F		3800	F	2002
	Combined T	raffic:	6600	F	94%	1%	3%	1%	1%	0%	F	0.090	F		7000	F	
					To:			3rd St									
~~~					From:			T US 301	3rd St								
301 Bollingbrook	St	80.0	6700	F	95%	0%	2%	1%	1%	0%	F	0.103	F		7000	F	2002
~	Combined T	raffic:	0	F								0.103	F		0	F	
					To:			Par, 2nd S	St								
~~~~		0.05	40000	_	From:	00/		N RT 1	00/	00/	_	N10			40000	0	0000
301) (1) 2nd St		0.35	12000	G	98% To:	0%	1%	0%	0%	0%	F	NA			12000	G	2002
								olonial Hei	•								
~~					From:			01 Crater									
301 Bank St	•	0.24	3500	F	93%	1%	3%	2%	1%	0%	С	0.1	F		3700	F	2002
~	Combined T	raffic:	0	F								NA			0	F	
					To: From:			5th St									
301 Bank St	(	0.15	3000	F	93%	1%	3%	2%	1%	0%	F	0.099	F		3200	F	2002
P	Combined T		6600	F	94%	1%	3%	1%	1%	0%	F	NA			7000	F	
					To:				-								
301 Bank St		0.09	4100	F	From: 93%	1%	3%	3rd St 2%	1%	0%	F	0.099	F		4300	F	2002
301) Dalik St				F	<del>3</del> 3%	1 70	3%	∠70	1 70	U 7/0	г		٢				2002
	Combined T	гаттіс:	0	F	To:		AITIO	201 D 2	and Ct			NA			0	F	
					From:			301 Par, 2 301 Par; B		<del>  </del>							
301 2nd St		0.06	3600	F	93%	1%	3%	2%	1%	0%	F	0.103	F		3900	F	2002
381) 31	Combined T		0	F	7 , 0	. , •	2,0		. , •	- / 0		NA	-		0	F	
	Jonnbilleu I	. a. i i c.	Ū	•	To:	11	S 1. US 3	01 Bolling	brook St	1		1 1/7			Ü	'	
ALT.					From:					<u> </u>							
ALT Sycamore St		U 3U	9400	F		Ω0/		01 Crater I		00/	E	0.004	F	0 E24	2000	_	2002
301 Sycamore St		0.30	8400	F	98%	0%	1%	0%	0%	0%	F	0.094	F	0.524	8900	F	2002
ΔΙΤ					To: From:		Sc	outh Blvd									
ALT 301 Sycamore St		0.95	6300	F	98%	0%	1%	0%	0%	0%	С	0.089	F	0.615	6700	F	2002
301) Sycamore St	'	5.55	5550	•	To:	J /0		orth Blvd	0 /0	370	J	0.003	'	0.010	3700	'	2002
							1N	orur DIVU									

						Oity Oi	r etersu	uig								
Route	Lengt	n <b>AADT</b>	QA	4Tire	Bus		TrTr			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg				From:							11001		1 40101			
ALT	0.40	40000	_		00/		orth Blvd	00/	00/	_	0.000	_	0.000	44000	_	0000
301 Sycamore St	0.42	10000	F	98%	0%	1%	0%	0%	0%	F	0.086	F	0.628	11000	F	2002
ALT				From:		Gr	aham Rd									
301 Sycamore St	0.56	12000	F	98%	0%	1%	0%	0%	0%	F	0.087	F	0.552	13000	F	2002
				To:		US	1 Wythe S	t								
ALT			_	From:	101	201	RT 1	40/	201	_		_		4=000	_	
301) (1) Wythe		14000		95%	1%	2%	1%	1%	0%	F	0.089	F		15000	F	2002
	Combined Traffic	: 0	F	To		DUCTIC	460 Jeffers	C4	1		0.089	F		0	F	
ALT				From:			460 Jener S 460 Wytl									
301 1 Jeffers	on St 0.09	3400	F	95%	1%	2%	1%	1%	0%	F	0.086	F	0.709	3600	F	2002
	Combined Traffic	: <b>0</b>	F								0.086	F	0.709	0	F	
				To	Pa:	ıs IIS 460	Par, Wash	ington St								
ALT			_	From:								_				
301 (1) Jeffers		870	F	95%	1%	2%	1%	1%	0%	F	0.107	F	0.813	920	F	2002
~ ~	Combined Traffic	: <b>0</b>	F	To:			I C:				0.107	F	0.813	0	F	
ALT				From:			Henry St fferson St		-							
301 1 Henry	St 0.05	560	F	95%	1%	2%	1%	1%	0%	F	0.129	F		590	F	2002
301) (1)	Combined Traffic		F								0.129	F		0	F	
			-	To:			3rd St				00			ŭ	•	
ALT ~~				From:			Henry St									
$301$ $\{ 1 \}$ 3rd St	0.05	1700	F	95%	1%	2%	1%	1%	0%	F	0.111	F		1800	F	2002
$\rightarrow$	Combined Traffic	: 0	F								0.111	F		0	F	
ALT.				To: From:		US 30	l Par, Banl	c St								
ALT 301 ( 1 ) 3rd St	0.05	2800	F	95%	1%	2%	1%	1%	0%	F	0.109	F		3000	F	2002
301) (1) 3rd St	Combined Traffic		F	93 /0	1 /0	270	1 70	1 /0	0 70	'	0.109	F		0	F	2002
	Combined Traine	<i>.</i> . <b>0</b>	•	To:		US 301 I	Bollingbro	ok St	1		0.103	'		U	'	
ALT				From:			T US 301									
301 301 Bolling	brook St 0.08	6700	F	95%	0%	2%	1%	1%	0%	F	0.103	F		7000	F	2002
~~	Combined Traffic	: 0	F								0.103	F		0	F	
				To:		]	RT 301									
ALT				From:			1 Wythe S									
3β1 Sycamore St	0.09	7500	F	97%	0%	1%	1%	1%	0%	F	0.091	F	0.529	8000	F	2002
	Combined Traffic	): O	F	_							NA			0	F	
ALT. Due				To: From:			60 Washin 460 BUS I									
ALT Bus	ngton St 0.09	16000	F	94%	1%	3%	2%	1%	0%	F	0.085	F		16000	F	2002
3 <u>β1</u> 4 <u>β0</u> Washir	Combined Traffic		-	94%	1%	2%	1%	1%	0%	F	NA	•		31000	F	_002
	Jonnaniou main	. 55000	•	J-7/0					J /0	•	14/7			3,000	•	
ALT				From:			60 Washin									
3β1 Adams St	0.06	5100	F	97%	0%	1%	1%	1%	0%	F	0.092	F	0.715	5400	F	2002
•	Combined Traffic	: <b>0</b>	F								NA			0	F	
ALT				To: From:		Fr	anklin St									
ALT 301 Adams St	0.16	4600	F	97%	0%	1%	1%	1%	0%	F	0.095	F	0.757	4900	F	2002
301 Adams St				91 /0	0 /0	1 /0	1 /0	1 /0	0 /6			'	0.757	4900	F	2002
	Combined Traffic	,. U	F	To		I	Henry St				NA			U	۲	
ALT				From:			dams St									
301 Henry St	0.04	3100	F	97%	0%	1%		1%	0%	F	0.085	F		3300	F	2002
\$ )	Combined Traffic	: <b>0</b>	F								NA			0	F	
				To:			econd St									
ALT	• ==		_	From:	001		Henry St	401	001	_	0.000	_		0000	_	0000
3β1 Second St	0.05	2800	F	97%	0%	1%	1%	1%	0%	F	0.086	F		3000	F -	2002
	Combined Traffic	): <b>0</b>	F	т.				a.			NA			0	F	
				To:		US 30	01 P Bank	St								

							City Oi	reterso	urg								
Route	L	ength	AADT	QA	4Tire	Bus			uck 1Trail		- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ity of Petersburg					From:												
~~		4.04			From:			Petersburg		· .							
160 (85)		1.01		_										segment.		_	
~ ~	Combined T	raffic:	49000	F	79%	1%	2%	1%	16%	1%	F	0.073	F	0.608	46000	F	
					From:		Squirre	el Level Ro	oad								
160 (85)		2.57				Se	ee I-85 fo	or direct	ional traf	fic volu	me est	imates fo	r this	segment.			
$\sim$	Combined T	raffic:	58000	F	79%	1%	2%	1%	16%	1%	F	0.087	F		54000	F	
					To:			I-85 S									
					From:		intenance.									_	
County Dr		2.44	10000	Α	87%	1%	2%	1%	9%	0%	Α	0.097	Α	0.536	11000	Α	2002
~					To- From:		SR 106	Courthous	e Rd								
County Dr		0.34	13000	F	87%	1%	2%	1%	9%	0%	F	0.082	F	0.572	13000	F	2002
<del>~</del>					To:		ECL	Petersbur	g								
Bus					From:		WCL	Petersbur	rg								
~~	ngton St	0.40	13000	F	97%	0%	1%	1%	1%	0%	F	0.091	F	0.544	13000	F	2002
Bus					From:		Su	ımmit St									
1 Washi	ngton St	0.18	13000	F	97%	0%	1%	1%	1%	0%	F	0.094	F	0.519	13000	F	2002
~ · · · ·					To-		1	Elm St									
Bus					From:										<del></del>		
l60	ngton St	0.57	14000	F	95 <u>%</u>	1%	2%	1%	1%	0%	F	0.090	F	0.535	15000	F	2002
~~					To:	110 ::		ar; Wythe									
Bus	04	4.00	0000	_	From:				Battersea La		_	0.00-	_		0000	_	000
160		1.08	8300	F	95%	1%	2%	1%	1%	0%	С	0.085	F		8800	F	2002
~ ~	Combined T	raffic:	17000	F	95%	1%	2%	1%	1%	0%	F	0.085	F		18000	F	
<u> </u>					To: From:		P	Perry St									
Bus 160 / 1 Wythe	C+	0.15	9900	F	95%	1%	2%	1%	1%	0%	F	0.087	F		10000	F	2002
1 Wythe																-	2002
	Combined T	rame:	20000	F	95%	1%	2%	1%	1%	0%	F	0.087	F		21000	F	
Bus					From:		SR 30	6 Market S	St								
460 1 Wythe	St	0.20	10000	F	95%	1%	2%	1%	1%	0%	F	0.093	F		11000	F	2002
100	Combined T		0	F	0070	. 70	_,0	170	170	070	•	0.093	F		0	F	2002
	Combined	Tarric.	U	•								0.033	'		U	'	
Bus					From:		ALT US 3	301 Sycam	ore St								
160 1 Wythe	St	0.20	14000	F	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	F	2002
	Combined 7	raffic:	0	F								0.089	F		0	F	
	Combined i	Tarrio.	·	•	To:	U	S 1 JEFFI	ERSON S	TREET			0.000	•		Ū	•	
Bus					From:			Jefferson S									
Wythe St		0.20	15000	F	96%	1%	2%	0%	1%	0%	С	0.098	F		16000	F	2002
	Combined T	raffic:	32000	F	95%	1%	2%	1%	2%	0%	F	0.098	F		34000	F	
								85, I-95									
Bus					From:					]		_					
Wythe St		0.30	10000	F	96%	1%	2%	0%	1%	0%	F	0.084	F		11000	F	2002
~	Combined 1	raffic:	23000	F	94%	1%	2%	1%	2%	0%	F	0.084	F		24000	F	
					To- From:		SR 36; US	S 301 Crat	ter Rd	- 1							
Bus	<b>D</b> .	0.00	4455-	_	=						_	0.05-	_	0 ===	40000	_	
160 (301) Crater		0.96	11000	F	96%	1%	2%	1%	1%	0%	С	0.088	F	0.552	12000	F	2002
~ ~	Combined 7	raffic:	0	F								0.088	F	0.552	0	F	
					To: From:	I-95:	BUS US	460 Par. V	Vinfield Ro	i							
Bus Crotor	D4	0.00	44000	A.	·						N 1	0.000	K !	0.550	10000	N.I	0000
60 301 Crater	Kü	0.09	11000	N	96%	1%	2%	1%	1%	0%	N	0.088	N	0.552	12000	N	2002
					To:			1 Crater F									
Bus					From:		S 1 Wythe										
	ngton St	0.31	8900	F	96%	1%	2%	1%	1%	0%	F	0.093	F		9400	F	2002
160 1 Washi			4=000	_	95%	1%	2%	1%	1%	0%	F	NA			18000	F	
160 1 Washi	Combined 7	raffic:	17000	F													
460 [] Washi	Combined T	raffic:	17000		To:		122 0	025 Wast	St.								
Bus					From:			025 West									
Bus		0.40	8900	F	From: 96%	1%	123-9 <b>2%</b>	1%	St 1%	0%	F	0.092	F		9400	F	2002
Bus		0.40			From:	1% 1%				0% 0%	F F	0.092 NA	F		9400 18000	F F	2002

						O.1., O.	Petersb	urg								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
city of Petersburg				From:		122.00	20 G 4	C.	i							
Bus Washir	ngton St 0.27	10000	F	96%	1%	2%	1%	1%	0%	С	0.097	F		11000	F	2002
460 { 1 } Washii	Combined Traffic:	20000	F	95%	1%	2%	1%	1%	0%	F	NA	'		21000	F	2002
	Combined Tranic.	20000	г	95%	1 70			1 70	0%	Г	INA			21000	Г	
Bus				From:		Gua	rantee St									
460) ( ) Washii	ngton St 0.24	10000	F	96%	1%	2%	1%	1%	0%	F	0.087	F		11000	F	2002
(b) (b)	Combined Traffic:	20000	F	95%	1%	2%	1%	1%	0%	F	NA			21000	F	
				To:		North	Market S	St								
Bus				From:		US 1 Par; S										
4 <sub>60</sub> Washington S	St 0.19	13000	F	94%	1%	3%	2%	1%	0%	С	0.087	F		14000	F	2002
<del></del>	Combined Traffic:	23000	F	94%	1%	2%	1%	1%	0%	F	NA			24000	F	
				To: From:	A	LT US 301	Par, Syca	amore St								
Bus	0.00	40000	_		40/	20/	20/	40/	00/	_	0.005	_		40000	_	2002
Washington S		16000	F	94%	1%	3%	2%	1%	0%	F	0.085	F		16000	F	2002
	Combined Traffic:	30000	F	94%	1%	2%	1%	1%	0%	F	NA			31000	F	
Bus				From:	1	ALT US 30	)1 Par, Ad	lams St								
Washington	St 0.10	15000	F	94%	1%	3%	2%	1%	0%	F	0.083	F		16000	F	2002
+pu asimigton t	Combined Traffic:	29000	F	94%	1%	2%	1%	1%	0%	F	NA	•		31000	F	_002
	COMDINEU HAINC.	23000	г	J <del>-1</del> 70	1 /0				U /0	I.	INA			31000	I	
Bus				From:		US1.	Jefferson :	St								
Washington S	St 0.24	17000	F	93%	1%	2%	2%	2%	0%	F	0.079	F		18000	F	2002
.,,,	Combined Traffic:	32000	F	95%	1%	2%	1%	2%	0%	F	NA			34000	F	
				To:												
Bus				From:			I-95									
460 Washington	St 0.24	13000	F	93%	1%	2%	2%	2%	0%	С	0.089	F		13000	F	2002
	Combined Traffic:	23000	F	94%	1%	2%	1%	2%	0%	F	NA			24000	F	
				To		US 30	1 Crater F	βď								
Bus			_	From:						_		_			_	
460 (301) Crater		8000	F	96%	1%	2%	1%	1%	0%	F	0.089	F	0.521	8500	F	2002
~~~	Combined Traffic:	0	F								0.089	F	0.521	0	F	
Dua				To- From:	Sl	R 36, BUS	US 460 V	Vythe St								
Bus 460 301 Crater	Rd 0.96	11000	F	96%	1%	2%	1%	1%	0%	С	0.088	F	0.552	12000	F	2002
460 301 Crater				30 /0	1 /0	2 /0	1 /0	1 /0	0 70	C		F			, F	2002
	Combined Traffic:	0	F	To-	1.05	BUS US 4	160 Dor W	Vinfield P	4		0.088	Г	0.552	0	Г	
Bus				From:	1-93,		1 Crater F		.1							
Winfield Rd	0.43	1800	F	94%	1%	2%	1%	2%	0%	С	0.095	F	0.971	1900	F	2002
480	Combined Traffic:	NA									NA			NA		
	Combined Trame.	144		. —							147 (			1473		
Bus				From:	S	State Maint	enance Bo	oundary								
Winfield Rd	0.09	1800	F	94%	1%	2%	1%	2%	0%	С	0.095	F	0.971	1900	F	2002
- P-	Combined Traffic:	NA									NA			NA		
				To:		US 460	County l	Rd								
				From:		IB-26-	123; 26-6	75	i							
3 Vaughn Rd	0.64	NA		<u> </u>		3D 20	123, 20 0	7.5			NA			NA		
3 Vaugnn Rd	0.01			To:		123-901	3 Halifax	Rd								
				From:												
4 Wells Rd	0.41	3400	F	88%	1%	на 3%	lifax Rd 2%	6%	0%	С	0.093	F		3600	F	2002
4 Wells Rd	0.41	3400	Г	To:	1 /0				0 /0	C	0.093			3000		2002
							el Level F	\u								
			_	From:			SX RR	22.		_	0.05-	_	0.00-		_	
9002) Halifax Rd	0.18	6600	F	95%	1%	2%	1%	0%	0%	F	0.099	F	0.609	6900	F	2002
				To: From:		Pat	terson St									
9002) Halifax St	0.58	5200	F	95%	1%	2%	1%	0%	0%	F	0.107	F	0.617	5500	F	2002
				To:												
Halifay St	0.10	6100	_	From:	10/		ylors Ln	Ω0/	00/		0.101	Е	0.570	6400	Е	2002
9002 Halifax St	0.19	6100	F	95%	1%	2%	1%	0%	0%	F	0.101	F	0.579	6400	F	2002
<u> </u>				From:			ginia Ave									
~ ``\	0.07	9000	F	95%	1%	2%	1%	0%	0%	F	0.084	F	0.580	9500	F	2002
9002) Halifax St	0.37	3000	•	00/0	1 /0	2 /0	1 /0	0 /0	0 /0		0.004	Г	0.000	9300	•	

						City of Peter	Spurg								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax	Truck de 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg								-							
O			_	From:		Lee Ave			_		_			_	
(9002) Halifax St	0.29	8300	F	95%	1%	2% 1%	0%	0%	F	0.085	F	0.511	8800	F	2002
				To: From:		Liberty S	t	-							
9002) Halifax St	0.28	9200	F	95%	1%	2% 1%	0%	0%	С	0.083	F	0.548	9800	F	2002
				To:		LIC 1 LIC 400 W	W-41- C4								
9002 Union St	0.12	4400	F	From:		US 1, US 460 W	wyine Si			0.099	F	0.874	4700	F	2002
(9002) Union St	0.12	4400	Г							0.099	Г	0.074	4700	Г	2002
				From:	US	S 1, US 460 W Wa	shington St	-							
9002 Union St	0.17	2200	F	91%	3%	4% 1%	0%	0%	С	0.108	F	0.587	2400	F	2002
$\bigcirc$				To:		W Tabb S	t								
				From:		Boydton Plan	k Rd								
9004) Defense Rd	0.47	2500	F	97%	1%	1% 0%	1%	0%	С	0.118	F	0.699	2600	F	2002
Deferre Dr	4 77	0500	_	From:	40/	Squirrel Leve			_	NIA			0000		2000
9004) Defense Dr	1.77	6500	G	97%	1%	1% 1%	0%	0%	F	NA			6800	G	2002
<u> </u>				To: From:		Johnson R	d	-							
9004) South Boulevard	0.92	8800	F	97%	1%	1% 1%	0%	0%	С	0.093	F	0.504	9300	F	2002
				To:		0.0	C.								
Cauth Davilariand	0.40	5500	-	From:	40/	S. Sycamore			г	0.000		0.550	5000		2002
9004 South Boulevard	0.18	5500	F	97%	1%	1% 1%	0%	0%	F	0.093	F	0.558	5800	F	2002
				To: From:		Crater Ro	l	-							
9004) South Boulevard	0.72	2500	F	97%	1%	1% 1%	0%	0%	F	0.090	F	0.605	2600	F	2002
				To:		Anderson	St								
				From:		Halifax R	d								
9006 Flank Rd	0.96	1800	F	96%	0%	3% 0%		0%	С	0.102	F	0.592	1900	F	2002
9006) Flank Rd	0.50	1000	•	30 /0	070	370 070	1 /0	070	O	0.102		0.002	1300	'	2002
				From:		Johnson R	d	-							
9006) Flank Rd	0.47	3200	F	96%	0%	3% 0%	1%	0%	F	0.118	F	0.674	3400	F	2002
$\bigcirc$				To		Birdsong F	2d	ı.							
9006) Flank Rd	0.75	2700	F	96%	0%	3% 0%		0%	F	0.121	F	0.606	2900	F	2002
9006) 1 14111 1 14	0.70	2,00	•	0070	0 70	070 070	170		'	0.121	•	0.000	2000	•	2002
				From:		Fort Hayes	Dr								
9006) Flank Rd	0.91	3300	F							0.112	F	0.647	3500	F	2002
				To: From:		Flank Rd	N								
9006) Flank Rd (1-Way)	0.13	2000	F	97%	1%	2% 0%		0%	С	0.105	F		2100	F	2002
9000) 1 12 ( 1 1 2, 7,				To:		US 301 S Crat									
				From:											
Disco Rd	0.55	0000	_		40/	US 301 S Crat		00/	_	0.4	_	0.500	7000	_	0000
9008) Rives Rd	0.55	6600	F	97%	1%	2% 0%	0%	0%	С	0.1	F	0.530	7000	F	2002
				To: From:		I- 95		-							
9008) Rives Rd	0.27	4700	F	97%	1%	2% 0%	1%	0%	С	0.103	F	0.568	5000	F	2002
<u> </u>				To:		ECL Petersl									
	-			From:		SR 142 Boydton						-			
9009) Dupuy Rd	1.24	630	F	96%	2%	1% 0%		0%	F	0.105	F	0.536	670	F	2002
9009 Dupuy Rd	1.44	030	r	30 /0	∠ /0			U /0	ı	0.103	1	0.550	070	'	2002
<u> </u>				From:		Grigg St									
9009) Dupuy St	0.58	2100	F	96%	2%	1% 0%	0%	0%	F	0.101	F	0.533	2200	F	2002
				To: From:		Youngs R	d	].							
9009) Farmer St	0.86	3900	F	96%	2%	1% 0%		0%	С	0.087	F	0.531	4100	F	2002
9009 Farmer St	0.00	2000	•	30 /0	- /0			J 70	J	0.001	•	0.001	+100	•	2002
				From:		S. South S		-							
9009) Farmer St	0.47	2900	F	96%	2%	1% 0%	0%	0%	F	0.087	F	0.597	3100	F	2002
				To:		Halifax S	t								
				From:		S Crater R	.d			· ·					
9010) Wagner Rd	0.73	14000	F	97%	1%	1% 0%		0%	С	0.096	F	0.525	15000	F	2002
	5.70		-	To:	. , 0	I-95	. 70		•	2.000	•			•	_502
				From:		I -95									
									_						
O Wassass Bd	1 60	9500	F	93%	1%	3% 0%	4%	0%	-	0 095	F	0.514	10000	F	2002
O Wassass Bd	1.60	9500	F	93% To:	1%	3% 0%		0%	F	0.095	F	0.514	10000	F	2002
O Wassass Bd	1.60	9500	F	To:	1%	County D	r	0%	F	0.095	F	0.514	10000	F	2002
9010) Wagner Rd				To: From:		County D SCL Petersh	ourg								
	1.60	9500 860	F	To:	0%	County D	ourg 0%	0%	C	0.095	F F	0.514	910	F F	2002

						City of Petersbu	rg								
Route	Length	AADT	QA	4Tire	Bus	Truc		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg				_											
0	0.05	4700	_	From:	40/	Wells Rd	40/	00/	_	0.000	_	0.504	4000	_	0000
9011) Squirrel Level Rd	0.25	4700	F	91%	1%	3% 1%	4%	0%	С	0.083	F	0.504	4900	F	2002
<u> </u>				To: From:		Ramp To I- 85		-							
9011) Squirrel Level	0.20	6900	F	96%	1%	2% 0%	0%	0%	F	0.083	F	0.504	7300	F	2002
_				To: From:		Boydton Plank Rd	l								
9011) Young Rd	1.14	4200	F	96%	1%	2% 0%	0%	0%	С	0.093	F	0.524	4500	F	2002
				To:		Dupuy Rd									
_				From:		West St									
<sub>9012</sub> ) Lee Ave	0.56	3000	F	97%	2%	1% 0%	0%	0%	С	0.089	F	0.516	3200	F	2002
<u> </u>				To: From:		Halifax St		ļ.							
9012) Porterville St	0.15	1600	F	97%	1%	1% 1%	0%	0%	F	0.077	F	0.588	1700	F	2002
				To:		Harding St									
New St	0.18	1500	F	From: 97%	1%	1% 1%	0%	0%	С	0.088	F	0.514	1600	F	2002
9012	00		-	To:	.,,	Harrison St	0,0			0.000	•	0.0	.000	•	
				From:		New St									
9012) Harrison St	0.03	1300	F	97%	1%	1% 1%	0%	0%	F	0.100	F		1400	F	2002
				To:		Corling St									
O 0 11 01	0.00		_	From:	40/	Harrison St	00/	00/	_	0.400	_		500	_	0000
Corling St	0.09	560	F	97%	1%	1% 1%	0%	0%	F	0.109	F		590	F	2002
				From:		S. Sycamore St		-							
9012) Graham Rd	0.83	5500	F	98%	0%	1% 0%	0%	0%	F	0.088	F	0.513	5800	F	2002
				To: From:		Ramp From I-95									
Graham Rd	0.14	11000	F	98%	0%	1% 0%	0%	0%	С	0.088	F	0.817	11000	F	2002
				To:		Crater Rd									
				From:		SCL Petersburg									
9013) Halifax Rd	1.79	2700	F	92%	0%	3% 1%	4%	0%	С	0.094	F	0.536	2800	F	2002
9013)				T											
9013) Halifax Rd	0.98	500	F	95%	0%	Wells Rd 2% 1%	2%	0%	С	0.114	F	0.574	530	F	2002
Halifax Rd	0.90	300	Г	93 76 To:	070	Boydton Plank Rd		076	C	0.114	Г	0.574	550	г	2002
				From:											
Johnson Rd	0.01	2700	F	98%	0%	SCL Petersburg 2% 0%	0%	0%	F	0.135	F	0.637	2900	F	2002
Johnson Rd	0.01	2700	Г	90 70	076	270 070	070	076	Г	0.133	Г	0.037	2900	г	2002
$\overline{}$				From:		Flank Rd									
Johnson Rd	0.54	1100	F	98%	0%	2% 0%	0%	0%	С	0.089	F	0.692	1200	F	2002
				To: From:		Birdsong Rd									
Johnson Rd	1.39	5400	F	98%	0%	2% 0%	0%	0%	F	0.118	F	0.568	5700	F	2002
				To		South Blvd									
9015) Johnson Rd	0.46	4800	F	From: 98%	0%	2% 0%	0%	0%	F	0.087	F	0.52	5100	F	2002
			•	Ter					•						
Johnson Pd	U 32	4200		From:	Ω0/	North Blvd	00/	Ω0/	Г	U U62	Е	0.535	4500	Е	2002
Johnson Rd	0.37	4200	F	98%	0%	2% 0%	0%	0%	F	0.087	F	0.535	4500	F	2002
				From:		St Luke St									
9015 High Pearl St	0.20	4100	F	98%	0%	2% 0%	0%	0%	F	0.087	F	0.506	4300	F	2002
				To: From:		Virginia Ave		}							
9015) High Pearl St	0.08	3100	F	95%	3%	2% 0%	1%	0%	F	0.085	F	0.596	3300	F	2002
				To:		ST Matthew St									
O Handin a 24	0.00	0000	_	From:	001	ST Matthews St	401	001	_	0.005	_	0.005	0400	_	0000
Harding St	0.22	2000	F	95%	3%	2% 0%	1%	0%	С	0.085	F	0.605	2100	F	2002
<u> </u>				From:		Porterville St PortersvilleSt									
9015) Harding St	0.27	940	F	95%	3%	2% 0%	1%	0%	F	0.100	F		990	F	2002
5013)	J. <u>-</u> .	- · •	-	To:	- 70	Halifax St	. , ,		•	27.30	•			•	_502
				From:											
9017) Birdsong Rd	0.62	570	F	95%	2%	SCL Petersburg 3% 0%	0%	0%	С	0.103	F	0.5	600	F	2002
Birdsong Rd	0.02	3/0	•	93 76 To:	∠ /0	Johnson Rd	J /0	J /0	O	0.103	'	0.0	000	'	2002
				From:				<u>_</u>							
N Cymamara Ct	0.40	2000	^		00/	W Washington St		00/	0	NI A			4000	C	2000
9021 N Sycamore St	0.18	3800	G	92% To:	0%	0% 6%	2%	0%	С	NA			4000	G	2002
				10.		W Tabb St									

Table   Tabl							City of Petersbu	ırg								
Wighis Ave   0.05   200   F   98%   1%   1%   0%   0%   0%   F   0.132   F   0.521   230   F   2002	Route	Length	AADT	QA	4Tire	Bus			2Trail	- QC		QK		AAWDT	QW	Year
March   Marc	City of Petersburg				Erom:		W.T.I.I.G.									
Company   Comp	N Sycamore St	0.11	4000	F	Prom.		W Tabb St				0.095	F	0.558	4300	F	2002
Bollespeeds   State	Cynomero Ct	0.04	2400		To: From:		E Bank St				NΙΛ			2200		2002
North Blvd	9021) Sycamore St	0.04	3100	G	To		Bollingbrook St				NA			3200	G	2002
North Blvd					From:				<u>.</u>							
Second Property   Second Pro	North Blvd	0.57	2200	F		1%		1%	0%	C	0.088	F	0 574	2300	F	2002
	9023) 110/11/2/10	0.01		•	_	170		170	7,0	Ū	0.000	•	0.07 1	2000	•	
Miles   Mile					From:				1							
	Onza Virginia Ave	0.05	220	F	98%	1%		0%	0%	F	0.132	F		230	F	2002
Virginia Ave   0.06   230   F   98%   1%   1%   0%   0%   0%   0%   F   0.126   F   0.621   250   F   2002					To		Inffarran I ana									
Diamond Street	Virginia Ave	0.06	230	F		1%		0%	0%	F	0 126	F	0 621	250	F	2002
Wilson   W	9023) 1.19.1.107	0.00		-	- T	.,,		0,0		•	00	•	0.02		•	
Harding Street   Hard	Virginia Ava	0.11	420			10/		Ω0/	00/		0.121			440	Е	2001
Wilson   W	9025 Vilgilia Ave	0.11	420	-	90 /0	1 /0		0 70	0 76		0.121	•		440	1	2002
Halifax Sirect   Hali	<u></u>					40/		201				_				
Young Ave   0.20	virginia Ave	0.32	2100	۲	98%	1%	1% 0%	υ%	U%	۲	0.088	F	0.525	2200	F	2002
Artington Street  Artington Street  Artington Street  Artington Street  Artington Street  Artington Street  West Street Young Avenue  West Street Young Avenue  August Aven	<u> </u>								j							
Arlington Street  Arlington Street  Death of the composition of the co	Young Ave	0.20	2400	F	96%	1%	2% 1%	0%	0%	С	0.094	F	0.518	2500	F	2002
					To: From:		Arlington Street									
S   S   S   S   S   S   S   S   S   S	9025) Young Ave	0.11	3100	F		1%	2% 1%	0%	0%	F	0.098	F	0.559	3300	F	2002
S   S   S   S   S   S   S   S   S   S					To		West Street Young A	venue								
Augusta Avenue   Augu	9025) S West St	0.28	3600	F					0%	F	0.084	F	0.523	3800	F	2002
S West St   0.23   5100   F   96%   1%   2%   1%   0%   0%   F   0.086   F   0.507   5400   F   2002					To:		Augusta Avanua									
Famire St   Fami	S West St	0.23	5100	F		1%			0%	F	0.086	F	0.507	5400	F	2002
S West St	9023) 3 11 331 31	0.20	0.00	•	- T	170		070		•	0.000	•	0.007	0.100	•	2002
West St   0.07   3700   F   96%   1%   2%   1%   0%   0%   0%   0%   0%   0%   0	S West St	0.14	4000	-		10/		∩º/-	0%		0.006	_	0.512	4300	_	2002
S West St   0.07   3700   F   96%   1%   2%   1%   0%   0%   F   0.099   F   0.51   3900   F   2000	9025) S West St	0.14	4000	Г	90%	170	2% 1%	U%	0%	Г	0.096	Г	0.512	4300	Г	2002
Time						40/		201				_	2 = 1			
Part   Halifax St   1	9025 S West St	0.07	3700	r		1%			0%	F	0.099	F	0.51	3900	F	2002
S   West St								t								
Young Ave     Young Ave	0.1444.04	0.00	0000	_		00/		00/	00/	_	0.004	_	0.504	0000	_	0000
South St   0.36   2100   F   98%   1%   1%   0%   0%   0%   0%   0%   0	S West St	0.63	2200	r		0%		0%	0%	C	0.091	F	0.521	2300	F	2002
South St   0.36   2100   F   98%   1%   1%   0%   0%   0%   0%   0%   0					!											
South St	C Courth Ct	0.26	2400	_		10/		00/	00/	_	0.000	_	0.500	2200	_	2001
South St   0.09   8600   G   98%   0%   1%   0%   0%   0%   0%   F   NA   9000   G   2002	9029 S. SOUIT SI	0.30	2100	Г	96%	170	1% 0%	U%	0%	C	0.069	Г	0.529	2300	Г	2002
N. South St   0.20   6400   F   98%   0%   1%   0%   0%   0%   0%   0%   F   0.093   F   0.584   6700   F   2002									j							
N. South St   0.20   6400   F   98%   0%   1%   0%   0%   0%   0%   0%   F   0.093   F   0.584   6700   F   2002	S. South St	0.09	8600	G	98%	0%	1% 0%	0%	0%	F	NA			9000	G	2002
High St  0.02 820 F 98% 0% 1% 0% 0% 0% 0% F 0.1 F 0.534 870 F 2002    Form   Nouth St	<u> </u>				To: From:		Washington St		]							
From   N South St   N South S	9029 N. South St	0.20	6400	F		0%	1% 0%	0%	0%	F	0.093	F	0.584	6700	F	2002
High St 0.02 820 F 98% 0% 1% 0% 0% 0% 0 F 0.1 F 0.534 870 F 2002    Canal St   Canal St																
Canal St   Canal St   High St   High St   Canal St   Canal St   High St   Canal St   High St   Canal St   Canal St   High St   Canal St   Canal St   High St   Canal St   Canal St   Canal St   High St   Canal St   Canal St   Canal St   Canal St   High St   Canal St   Canal St   Canal St   Canal St   Canal St   Canal St   High St   Canal St	High St	0.02	820	F	<u> </u>	Λº/ <sub>2</sub>		Λº/ <sub>2</sub>	0%	F	0.1	F	0.534	870	E	2003
Canal St   0.20   6200   F   98%   0%   1%   0%   0%   0%   0%   0%   0	9029	0.02	020	•		0 70		0 70	070	•	0.1	•	0.554	070	•	2002
To   Grove Ave   St   St   St   St   St   St   St   S					From:											
New St   N	Onal St	0.20	6200	F	98%	0%	1% 0%	0%	0%	С	0.094	F	0.594	6600	F	2002
Byrne St 0.40 <b>840 F</b> 94% 3% 2% 0% 0% 0% C 0.104 F 880 F 2002    Solution   State   State					To:		Grove Ave									
Halifax St   Hal					From:		New St									
Name	Byrne St	0.40	840	F	94%	3%		0%	0%	С	0.104	F		880	F	2002
9031 S. Market St 0.03 2700 F 94% 3% 2% 0% 0% 0% F 0.096 F 0.708 2900 F 2002    To					To		Halifax St									
S. Market St   0.09   2800   F   94%   3%   2%   0%   0%   0%   0%   F   0.099   F   0.65   3000   F   2002	9031) S. Market St	0.03	2700	F		3%		0%	0%	F	0.096	F	0.708	2900	F	2002
S. Market St 0.09 <b>2800 F</b> 94% 3% 2% 0% 0% 0% F 0.099 F 0.65 3000 F 2002    Wythe St									<del></del>							
Wythe St   Sycamore St   Syc	S Market St	0.00	2800	F		30/		∩º/₋	∩0/ <sub>-</sub>	F	0.000	F	0.65	3000	F	2001
Sycamore St	9031) G. IVIGINEL GL	0.03	2000	Г		J /0		U /0	0 /0		0.099	1	0.05	3000	1	2002
9033) Apollo St 0.14 <b>2800 F</b> 97 <u>% 1% 1% 0% 1% 0%</u> F 0.089 F 0.55 2900 F 2002									I							
	Anollo St	0 14	2800	F		1%		1%	Λº/ <sub>2</sub>	F	0 080	F	0.55	2000	F	2003
	90337 , 100110 01	0.17	2000	•	70:	1 /0	Jefferson St	1 /0	0 /0	•	5.003		5.55	2000		2002

						City of Peterson									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg				-											
9033 Jefferson St	0.58	2800	F	97%	1%	Apollo St  1% 0%	1%	0%	С	0.094	F	0.601	2900	F	2002
9033) Henry St	0.04	1200	G	From: 97%	1%	E Wythe St 3rd Street 1% 0%	1%	0%	F	NA			1300	G	2002
9033) 1.0	0.0 .			To:	.,,	N Adams St	.,,	0,0	•						
				From:		E Washington S	t	Ī							
Puddledock Rd	0.40	4300	F	89% To:	0%	3% 3% ECL Petersburg	4%	0%	С	0.095	F	0.586	4600	F	2002
				From:		Canal St									
High St	0.58	1000	F	То:		N Market St				0.099	F	0.706	1100	F	2002
9046) W Bank St	0.14	2300	F	From:		N Manket St				0.092	F		2400	F	2002
				To		N Sycamore St		1.							
9046 E Bank St	0.11	3500	G	97% To:	0%	2% 1% 2Nd St	0%	0%	С	NA			3600	G	2002
$\overline{}$				From:		US 301 N Crater I									
9046 Bank St	0.25	2800	F	93%	1%	4% 1% East St	1%	0%	С	0.104	F	0.538	3000	F	2002
9046 Bank St	0.21	2800	F	93% To:	1%	4% 1%	1%	0%	F	0.098	F	0.545	2900	F	2002
				From:		SR 36 E Washingto	n St								
9048) W Tabb St	0.09	1800	F	rion.		N Market St				0.110	F	0.655	1900	F	2002
				To: From:		Union St									
9048 W Tabb St	0.06	2200	F	т						0.116	F	0.612	2300	F	2002
9048) E Tabb St	0.12	1100	G	From: 90%	0%	N Sycamore St	2%	1%	С	NA			1200	G	2002
9048 E Tabb St	0.12	1100	Ū	To:	070	N Adams St	270	170	Ü	147 (			1200	Ü	2002
				From:		Defense Rd		I							
9053) Baylors Ln	0.65	1800	F	98%	1%	1% 0%	0%	0%	С	0.102	F	0.574	1900	F	2002
,				To:		Halifax St									
				From:		E Washington S	t								
9055 Madison St	0.05	2100	F	94%	1%	2% 1%	1%	0%	F	0.105	F	0.841	2200	F	2002
Madiaga St	0.10	4900		From:	10/	Franklin St	10/	00/		0.104		0.05	1000		2001
9055 Madison St	0.18	1800	F	94%	1%	2% 1%	1%	0%	С	0.104	F	0.85	1900	F	2002
9055) Madison St	0.07	1200	F	94%	1%	E Bank St 2% 1%	1%	0%	F	0.098	F	0.635	1200	F	2002
				To:		Bollingbrook St									
C:41- 04	0.05	540	_	From:		E Bank St				0.400	_	0.740	F70	_	0000
9057 Fifth St	0.05	540	F	_						0.133	F	0.746	570	F	2002
9057) Fifth St	0.08	550	F	From:	/10/	Bollingbrook St 4% 4%	6%	00/	С	0.105	F	0.515	580	F	2002
9057) 1 1111 31	0.00	330	г	82% To:	4%	4% 4% River St	U 70	0%	C	0.105	۲	0.015	300	F	2002
				From:		Flank Rd One-Wa	av	1							
9059) Flank Rd N	0.20	3800	F	97%	1%	1% 0%	0%	0%	С	0.086	F	0.786	4000	F	2002
				To:		US 301 S Crater I									
				From:		E Wythe St									
9065) S Adams St	0.10	4600	F							0.095	F	0.71	4800	F	2002
				To:		E Washington S	t								
				From:		6Th St									
Accomack St		310	F	т. Г						0.094	F		330	F	2002
				To:		7Th St									
Comore Ct		400	_	From:		Old Church St				0.400	_		400	_	2000
Cameron St		400	F	To		Contor S+		<del></del> 1		0.109	F		420	F	2002
						Center St		I							

				City of Fetersburg							
Route	Length AADT	QA	4Tire	BusTruck	$\alpha$	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
			From:	Prince George Ave							
Culpeper Ave	570	F			=1	0.141	F		600	F	200
			To:	Brunswick St							
Custer St	450	_	From:	Halifax Rd		0.106	F		480	F	200
	450	F	To:	Hawk St	7	0.106	Г		400	Г	200
			From:	Busby St	1 1						
Darby Dr	320	F		Busby St	J	0.095	F		340	F	200
			To	Halcun Dr	1						
Gordon Dr			From:	Dering Rd	]						
	290	F				0.11	F		300	F	200
			To:	Hoke Dr							
Homestead Dr			From:	Valley Dr							
	1000	F	To:	Midland Rd	7	0.096	F		1100	F	200
					1						
Jefferson St	3700	F	From:	Filmore St		0.088	F		4000	F	200
JUNE SUIT OF	3700	•	To:	ST Andrews St	1	0.000	'		7000	'	200
			From:	Bolling Street	i						
Kirkham Street	500	F				0.101	F	0.591	530	F	200
			To:	Chestnut Street							
			From:	Nivram St							
North Park Dr	1200	F			_	0.090	F		1200	F	200
			To:	Retang Rd							
Oakmont Dr	90	F	From:	Homestead Dr		0.117	F	0.667	100	F	200
Cakinoni Di	90	Г	To	Midland Rd	1	0.117	Г	0.007	100	Г	200
Old Church St			From:	Bollingbrook St	1						
	360	F		Bonning room of		0.108	F		380	F	200
			To:	Miller St							
			From:	Floyd St							
Patterson Ave	1100	F			_	0.119	F		1100	F	200
			To:	Carver St							
Pleasants Ln	4000	_	From:	Valor Dr		0.404	_		4400	_	000
	1000	F	To:	Dupuy Rd	7	0.104	F		1100	F	200
			From:		<u> </u>						
Richmond Ave	1000	F		Ash St		0.093	F		1100	F	200
		•	To:	Nash St	1	0.000	•			•	
			From:	Valley St							
Rollingwood Rd	100	F			_	0.106	F		100	F	200
			To:	Homestead Dr							
			From:	Forest Hill Rd							
South Park Dr	1800	F	Tar	WARIR	7	0.095	F		1900	F	200
			10:	West Park Dr	1						
St Matthew St	2900	F	From:	High Pearl St	J	0.087	F		3000	F	200
	2500	Г	To:	Harding St	1	0.007	F		3000	T.	200
			From:		1						
Talley Ave	880	F	From:	Custer St	J	0.234	F		940	F	200